



# Delaware Bicycle Council News

Volume 5

Issue 1

April 2001

## Thanks and good luck, Liz ...

The Bicycle Council wishes to thank former Bicycle/Pedestrian Coordinator Liz Holloway for all she has done for us and to wish her good luck in her new position.

Last October, Liz, our Coordinator for the last 10 years, left Delaware for greener pastures — well, warmer pastures at least. Liz has taken a similar job in southern Florida. In a few years, thanks to the work Liz is doing now, we will be able to bike the full length of the Florida Keys.

It's hard to overstate the contributions Liz made to bicycling in Delaware while she was here. When she first came to DelDOT in 1990, bicycling facilities were given low priority and she had to work hard for even small improvements. With Liz's guidance and perseverance, bike matters began to get attention in our state. "Share the Road" and "Bike Route 1" signs appeared up and down the state. Importantly, she laid the framework for progress still to come.

With the encouragement and help of the Bicycle Council, Liz wrote an extensive section on bicycling facilities in DelDOT's Road Design Manual. And recently, she steered the new Bicycle Policy (see article on page 6) through to approval. These are just a few of Liz's many accomplishments during her stay with us.

We wish Liz the best in Florida. Some of us have



*Liz Holloway at the Amish Country Tour.*

already envied her during the cold, snowy winter months. Most of all, we want to express our sincere best wishes in her new endeavor and our thanks for all she did for us in Delaware.

*DelDOT is in the process of interviewing and hiring a replacement for Liz. A candidate has been identified, and the position may be filled soon.*

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## Additional points of interest:

- Review Delaware Bicycle Accident Statistics on Page 3
- Check out the Schedule of bicycling events for 2001 on Page 6.
- Join the *Network of Delaware Bicycling Stakeholders* by completing and returning insert.

## Legislator's Bike to Work Ride—May 9

Join us on May 9 for the 12th annual Legislators Bike To Work Ride. This 56-mile (one way) ride began in May 1990, with State Rep. Roger Roy leading bicycling enthusiasts from the Delcastle Recreation Area to the steps of the State Capitol in Dover to attend the signing of the bill creating the Delaware Bicycle Council. Since then it has become an annual event to promote bicycling during national bicycling month. There are rendezvous points along the way for those who prefer a shorter ride (for example 30 miles from Middletown or 14 miles from Clayton).

In recent years Rep. Roy and State Sen. Dave Sokola have led bicyclists from Delcastle to Dover. They were joined by as many as 60 other

cyclists along the route, including former Gov. Tom Carper, former DelDOT Sec. Anne Canby, and officials from DNREC, New Castle County, the Delaware Bicycle Council, the Greenway Council, and the various police bicycle patrols. Some of the more serious bicyclists bike back to Delcastle in the afternoon for a total of over 100 miles.

Again this year, "sag" service will be provided on the route to Dover for those experiencing mechanical problems and there will be return transportation from Dover, for those who need a ride back north. *Get the cue sheet for the Legislator's ride on the Bicycle Council web site—[www.deldot.net/bike/](http://www.deldot.net/bike/)*



## "Sharing the Road"

by Cpl. George Heberling, Delaware State Police

*"Every person propelling a vehicle by human power or riding a bicycle shall have all of the rights and all of the duties applicable to the driver of any other vehicle ..."*



Bob Wollek, a French racecar driver, died this past March 16<sup>th</sup> near Florida's Sebring International Raceway. No, the 57-year-old veteran of hundreds of high-speed car races didn't die in racecar. He was riding his bicycle along a two-lane highway when he was killed by a passing van's mirror. An avid cycling enthusiast, he was riding to the track to compete in the next day's race.

Several months ago, while pedaling past a black and yellow "Share the Road" sign, I was enjoying October's reprieve from the heat of summer. I was startled by a harsh, blaring car horn. The car sounded as if it was right on top of me! Two teens flew past, too quickly for me to get their tag number. They had come to within one or two feet of striking me at 50 mph. Guess they hadn't noticed the bicycle silhouette on the sign we had just passed... As a crash reconstructionist with the Delaware State Police, I'm all too familiar with the consequences of car vs. bicycle collisions. Had I been struck, I would have been instantly accelerated from 19 mph to 50 mph. I would have been thrown at least 70 feet. (*Instantaneous speed changes of 35 mph are commonly fatal.*) Thankfully, despite the sudden heart-rate increase, I maintained control of my bike without crashing. Would my wife or a young child have fared as well? The incident frightened me and I don't mind admitting that it also made me angry. I had been riding on a long, straight section of roadway. Like much of Kent County, there were no shoulders but this motorist had plenty of time to see me. Few would argue that this driver was being selfish. Perhaps she was also guilty of careless driving...

**Delaware Traffic Law § 4176. Careless driving.** (a) *Whoever operates a vehicle in a careless or imprudent manner, or without due regard for road, weather and traffic conditions then existing, shall be guilty of careless driving.*

I believe most motorists are courteous; they don't want to hurt anyone. However, even when they're sharing the roadway, they may be endangering themselves and others. On my way home from the park, I must round a blind curve. Frequently, motorists encounter me pedaling along the edge of the roadway as we both approach the curve. Rather than reduce their speed to match mine (about 20

mph), most drivers maintain the 50 mph speed limit. As they pass my bike, they usually move partially into the oncoming lane, leaving me plenty of room. However, they're also risking a head-on collision with oncoming traffic in the blind curve! The risk they're taking surely isn't worth the few seconds of time saved...

Despite my close encounter with the above young motorist, I've recently re-discovered the joys of cycling (*although the incident did prompt me to add a mirror to my mountain bike*). It's proven a wonderful way to enjoy "The Great Outdoors" while getting a great workout. Sadly, my line of work has given me a touch of "motor phobia" whenever I'm cycling. I therefore try to restrict my highway riding to the minimum required for getting to the local state park. Once there, I only have to share the trails with other cyclists and the occasional hiker. However, for those highway miles that I must ride, I'm constantly aware of the traffic situation. My new mirror (*a highly suggested accessory*) really helps!

The law requires all motorists to share the road with pedestrians and bicyclists. It's just as important that we obey the law and exercise courtesy as well. By cycling as the law dictates, our movements are more predictable, allowing for a safer traffic flow...

**§ 4193. Applicability of traffic laws.** *Every person propelling a vehicle by human power or riding a bicycle shall have all of the rights and all of the duties applicable to the driver of any other vehicle ...*

A great information source on all of this is DelDOT's excellent "Delaware bicycle laws" pamphlet, available at most DelDOT offices.

Remember, each of us learned about sharing way back in kindergarten. We shared our toys so we wouldn't be labeled "selfish". Well, "Sharing the Road" is an even more important concept. Whenever we walk, jog, skate, pedal or drive, the consequences of failing to share are just too tragic to consider...

### Delaware Code Available Online

The complete Delaware Code, including a helpful search function, is available online at: [www.michie.com/resources1.html](http://www.michie.com/resources1.html)



## New Council Member Cpl. George "Bud" Heberling

Corporal George "Bud" Heberling, was appointed to the Council in November of 2000. He looks forward to sharing his experience as an Accident Reconstructionist with the Delaware State Police, as well as his general interest in public safety. His bi-weekly "Simple Safety" column has appeared in the Delaware State News for the past four years. He's a certified Child Safety Seat Technician, an activity he considers very rewarding. He hopes to encourage both the motoring and the cycling public to "share the road" and to be respectful of one another. He sees the results of impatience and carelessness all too often upon Delaware's highways.

Relatively new to cycling, Bud purchased his first decent bike (a Gary Fisher mountain bike) in April of 1999. He's ridden about 2000 miles since, about 75% of them off road. While he

did a lot of cycling growing up in the mountains of northeastern Pennsylvania, he hadn't done much since until purchasing his current bike. He regrets not re-discovering the fun and fitness effects of cycling a long time ago. His most rewarding ride is the annual State Police torch-ride for the Special Olympics in which he and Brenda, his wife of eighteen years, participate.

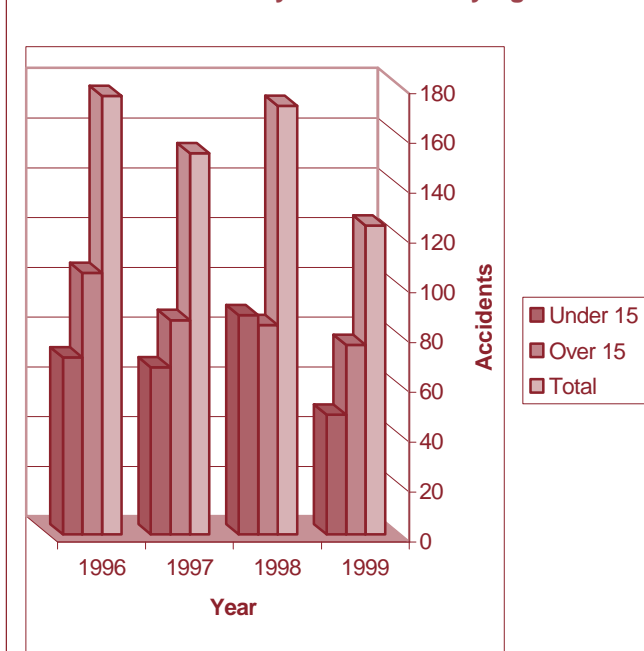
Bud and his family have resided in southern Kent County since 1985. He's been a Trooper at Troop 3 for the past 12 years. Some of his other interests include computers, water skiing, wake boarding, reading, radio controlled planes, gadgets, and Chelsie, their boxer. He enjoys dragging his wife and both of their bikes to northern Delaware or Pennsylvania to climb the hills that seemed much smaller when they were children.



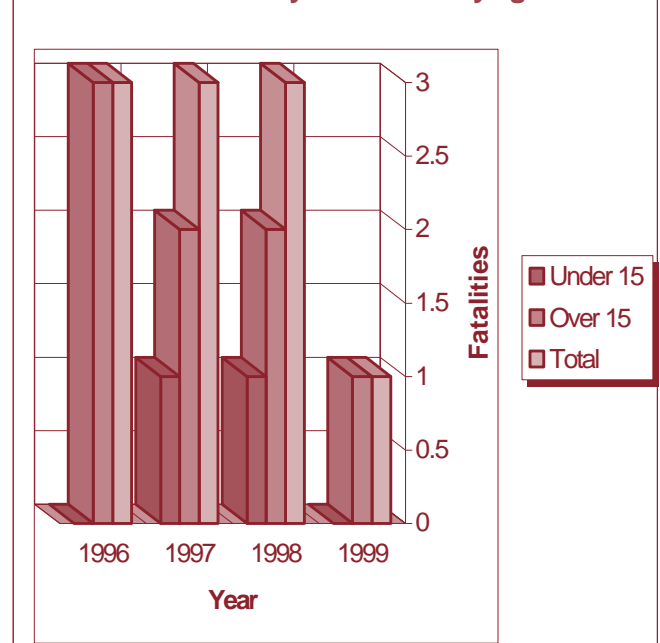
*Cpl. "Bud" Heberling on his mountain bike*

## Delaware Bicycle Accidents—1996 to 1999

Delaware Bicycle Accidents by Age



Delaware Bicycle Fatalities by Age





## Rail-Trails Coming to Delaware?

by Tim Plemmons, Delaware Greenways

### The Multiple Benefits of Rail-Trails

When abandoned or unused rail corridors are converted and preserved as rail-trail corridors they provide tremendous opportunities for people of all ages and physical abilities to become active and enjoy the great outdoors. Families can go on a bike ride together, seniors can go on a nature hike and the high school cross-country team can go for a run in a scenic, auto-free environment.

Aside from the recreational and transportation opportunities created, rail-trail corridors often become important linear parks, preserves or greenways that enhance the attractiveness of the landscape, protect streams and wildlife habitat and provide people with access to nature and the opportunity to learn more about the environment.

Rail-trail corridors help create the "green infrastructure" around which communities can grow. Rail-trails help build communities by connecting people to the places they live, to popular community destinations such as schools, libraries and ball fields and to each other by providing a meeting place for friends and neighbors to walk and exchange ideas and experiences.

Often times rail-trails provide a boost to local economies by catalyzing increased recreation related spending for goods and services. People from all walks of life can enjoy rail-trails. These individuals need goods and services ranging from backpacks, breakfast, guide books, binoculars, and boots to bicycles, bananas and cold beverages.

### The Numbers

The movement in the United States to convert abandoned rail corridors to trail corridors became notably popular in the early 1980's with the start of the Rails-to-Trails Conservancy. At that time, there were 255 active rail-trails totaling 2439 miles in the United States. Today, there are 1090 active rail-trails totaling 11,500 miles. This represents an almost 400% increase over a 20 year period. Our neighbors in Pennsylvania boast an impressive 796 miles of rail-trails, Maryland has 77 and New Jersey 154. For more information on specific rail-trails in the

United States visit [www.railstrails.org](http://www.railstrails.org) and [www.TrailLink.com](http://www.TrailLink.com). For Pennsylvania's very extensive listings go to [www.dcnr.state.pa.us/rails/](http://www.dcnr.state.pa.us/rails/)



Abandoned rail facility that runs between Clayton DE and Easton MD

The State of Delaware has successfully secured 2 abandoned rail corridors totaling about 2 miles. One is located at Brandywine Park in Wilmington and the other at White Clay Creek State Park near Newark. Several other potential rail-trails are currently being considered by a variety of interested parties including: Delaware State Parks, the East Coast Greenway Alliance, Delaware Greenways and WILMAPCO. These abandoned rail lines are the 10 mile Lewes-Rehoboth Rail, the 44 mile MD/DE Rail between Clayton, DE and Easton, MD, and the 6 mile New Castle Cut-off Rail between New Castle and Wilmington, DE. Feasibility studies are needed for each of these abandoned rail lines and others throughout the State to determine how best to preserve and enhance these corridors for present and future generations of Delawareans.

### Moving Forward

The State of Delaware would benefit from investing the time and resources needed to study the feasibility of converting some of our abandoned rail corridors into active rail-trail corridors. Adaptive reuse of these lines could help local economies in all three Delaware counties and would provide Delaware's residents with a resource that provides multiple benefits at a fraction of the cost normally associated with acquiring needed rights-of-way and developing multi-use trails, greenways and/or linear parks and preserves.

(See related article on the next page)

*"These abandoned rail lines are the 10 mile Lewes-Rehoboth Rail, the 44 mile MD/DE Rail between Clayton, DE and Easton, MD, and the 6 mile New Castle Cut-off Rail between New Castle and Wilmington, DE.."*





## DelDOT to Develop Statewide Bicycle Plan Citizen Input Needed

by Carl Anderson

DelDOT is undertaking the development of a State wide Bicycle Transportation Master Plan for Delaware. This plan will be part of the Statewide Long Range Transportation Plan, which is being updated to 2025. The Bicycle Plan will guide short and long-range investments in facilities for bicycling and is an integral part of Delaware's efforts to meet Federal requirements for multi-modal transportation. DelDOT's goal is to complete the plan by the end of this year.

The objectives to be met by the Long Range Plan are:

- Increase bicycle accommodation and safety on the state's transportation infrastructure.
- Increase bicycle mobility for riders with various skill levels.
- Increase the potential for bicycling to contribute to travel demand management in support of DelDOT's program to reduce the demand for single occupant vehicle (SOV) travel.

Citizen input is a key element of the planning process. Stakeholders representing a broad cross section of Delawareans will have the opportunity to help set the direction of funding for bicycling facilities in Delaware for the next twenty years at the Public Workshops held by DelDOT. The Delaware Bicycle Council is seeking interested persons to serve as citizen advisors at these workshops. We are looking for volunteers from all three counties representing all age groups and levels of bicycling

skill, recreational and commuter cyclists and representation from civic groups, businesses and governmental agencies to attend the public workshops and make their voices heard.

Those interested in volunteering to be a part of a Network of Delaware Bicycling Stakeholders are asked to return the form on the insert of this newsletter to DelDOT or to contact any member of the DBC. Delaware bicyclists have the rare opportunity to influence the direction of bicycling in our state over the next twenty years.

Based on established national standards, design guidelines will be spelled out for improvements to existing roadways, off-road facilities, new construction and standards for signs and roadway markings. At several points during the planning process public forums will be held to seek citizen input. The planning process will involve analyzing the suitability of the existing infrastructure for bicycle travel, establishing a vision and goals and assessing the potential for increased use of bicycles to reduce the demand for SOV travel. Alternatives for improvement of facilities will be developed along with a process for prioritization.

The Delaware Bicycle Council needs your help and hopes you'll get involved.

*"Citizen input is a key element of the planning process."*

*"The Delaware Bicycle Council is seeking interested persons to serve as citizen advisors at these workshops."*

## Rail-Trail Study Committee Formed

House Concurrent Resolution 7, sponsored by Rep. Wayne Smith, creates a 9-member committee to study the feasibility of rail-trail conversions in Delaware. Co-sponsors of the bill include Sen. Dave Sokola and Rep. Roger Roy.

The resolution says the committee:

*"...shall investigate the feasibility of converting abandoned railroad right of ways into pedestrian/bicycle paths, to include the potential for acquiring the necessary easements that would aid in linking these trails; provide research as to whether this has been done in other jurisdictions and if so the means by which it was done, and provide the estimated costs of developing such a pedestrian/bicycle path system here in Delaware."*

The committee will be chaired by the DelDOT

Bicycle/Pedestrian Coordinator and will include:

- A representative of the Transportation Trust Fund;
- A member of the Office of Rail;
- A member of the Delaware Bicycle Council;
- A representative from the Division of State Parks and Recreation;
- A member appointed by the Speaker of the House of Representatives;
- A member appointed by the House Minority Leader;
- A member appointed by the Senate Pro Tempore;
- A member appointed by the Senate Minority Leader.

The committee will report back to the General Assembly by October 1, 2001.

*"The committee ... shall investigate the feasibility of converting abandoned railroad right of ways into pedestrian/bicycle paths ..."*



## DeIDOT Adopts Bicycle Policy

by David Petrosky, Assistant Bicycle & Pedestrian Coordinator

*"The second part of this policy calls for DeIDOT to include bicycle facilities in new construction projects whenever it is reasonably possible to do so."*

As a cyclist or even as a motorist, you may have noticed locations along Delaware's roadways where a shoulder that was formerly used as a bike facility (either a bike lane or a shared use facility) was converted into a turn lane, bypass lane or removed entirely. As you well know, this can cause an unsafe situation for all users of a road.

Last fall, former Secretary of Transportation Anne Canby approved and implemented a new Bicycle Policy for the State of Delaware. The new Bike Policy has two major goals for the Department.

The first is to preserve and/or replace existing facilities where a necessary impact occurs. If a road project calls for a widening or the addition of a turn lane etc. that would compromise the integrity of the shoulder area, the Department is requiring that it be replaced with a minimum of five feet of additional pavement width to provide adequate space for cyclists.

The second part of this policy calls for DeIDOT to include bicycle facilities in new construction projects whenever it is reasonably possible to do

so. This will have an impact on all System Expansion and System Management projects done by the Department. The exception to the rule would occur if there were excessive negative impacts (for example environmental, cultural, historical, right of way) to the surrounding area or if the cost of the improvement, including the bike facility would well outweigh the benefit gained by the inclusion of the bike facility.

As we move into the next Century under the leadership of newly elected Governor Ruth Ann Minner, and the state's agenda for a Livable Delaware, it is good to see that we recognize both the rights of cyclists and the benefits derived from cycling. The addition of this policy is a good step in the right direction toward Department's goal of providing a safe, efficient, and accessible multi-modal infrastructure for the citizens of this state. For more information on the Department's Bike Policy contact the Office of Statewide and Regional Planning at 302 760 2128.

Read the entire policy statement on the Bicycle Council's web site—[www.deldot.net/bike/](http://www.deldot.net/bike/)

## 2001 Delaware Bicycling Calendar



Apr. 21 — Ocean to Bay Bike Tour, [www.bethany-fenwick.org/biketour.asp](http://www.bethany-fenwick.org/biketour.asp), 302-539-2100

Apr. 29 — Mason Dixon Ride for MS, [www.msdelaware.org](http://www.msdelaware.org), 302-655-5610

May 9 — Legislator's Bike to Work Ride, [www.deldot.net/bike/](http://www.deldot.net/bike/)

May 14-21—Bike Month

Jun. 12-16 — WCBC Delmarva Tour, [www.delanet.com/~wcbc](http://www.delanet.com/~wcbc), 302-276-5740

Jul. 1— WCBC Delaware Doublecross, [www.delanet.com/~wcbc](http://www.delanet.com/~wcbc), 302-368-2167

Jul. 4 — Parade (of Bicycles), Bethany Beach, 302-537-2060

Jul. 14 — Southern Delaware Heritage Tour, [www.seafordde.com](http://www.seafordde.com), 302-629-8740

Aug. 25 — WCBC Shore Fire Century, [www.delanet.com/~wcbc](http://www.delanet.com/~wcbc)

Sep. 8 — Amish Country Tour, [www.visitdover.com](http://www.visitdover.com), 302-734-4888

Sep. 29-30 — MS150 Bike to the Bay, [www.biketothethebay.org](http://www.biketothethebay.org), 655-5610

Sep. 29-30 — WCBC Twin Centuries, [www.delanet.com/~wcbc](http://www.delanet.com/~wcbc), 302-731-5371

Oct. 20 — WCBC Savage Century, [www.delanet.com/~wcbc](http://www.delanet.com/~wcbc)

Oct. 19-21 — WCBC Cape May Weekend, [www.delanet.com/~wcbc](http://www.delanet.com/~wcbc)

Oct. 21 — Monkey Hill 2001 Cyclocross Races, [monkeyhillcs.com/races/](http://monkeyhillcs.com/races/)

WCBC = White Clay Bicycle Club



## DeIDOT to Update New Castle County Bike Map

by David Petrosky, Assistant Bicycle Pedestrian Coordinator

The Delaware Department of Transportation is pleased to announce that they have started the process of updating and redesigning the Bicycle Map for New Castle County (NCC). The Department is working with The RBA Group consultant firm and Steve Spindler of BikeMap.com, a cartography firm out of Philadelphia.

The New Castle County Map was last updated in 1997, and highlighted Primary, Secondary, Scenic and Dangerous roads in order to help cyclists determine the route that was right for their level of skill. The new map will feature roads classified as having above average, average, below average, not recommended or limited access categories of suitability for cycling. The roads are classified based on a system called the Bicycle Level Of Service (BLOS) which is a formula that rates the roads based on factors such as Traffic Volumes, Lane and Shoulder Widths and Speed Limits to determine an overall score of suitability for a roadway.

The old NCC Map classified only the main routes and larger roads where as the new map will cover all state maintained roads in the county and look to highlight some of the many off-road facilities that can be found in NCC as well.

The Delaware Department of Transportation

completed the update and redesign of the Kent/Sussex map last year using this format and has received very favorable feedback on the design and the ease of use. Both of the new maps also contain a lot of useful information on Designated Bike Routes, Bicycle Safety, State Parks and Agency Contacts, Museums, Historic Attractions, Bike Shops, Bed and Breakfasts, and Park and Ride Facilities to help the commuter and the recreational cyclist plan their rides.

There will be several public meetings to present the conceptual designs to the public in the upcoming months so please come out and make your comments heard. The NCC Maps should be available by the end of 2001.

For more information check out Steve's web site at [www.bikemap.com](http://www.bikemap.com).

The Kent/Sussex map and tourist information are available on the Bicycle Council's web site: [www.deldot.net/bike/maps/maps.html](http://www.deldot.net/bike/maps/maps.html)

Free copies of the bicycling maps can be obtained from the state's Office of Tourism, 1-866-284-7483 or [www.visitdelaware.net](http://www.visitdelaware.net) or the Department of Transportation by e-mailing [dpetrosky@mail.dot.state.de.us](mailto:dpetrosky@mail.dot.state.de.us).

*"The new map will feature roads that are classified for suitability for bicyclists based on a system called the Bicycle Level of Service"*

## Bicycle Council Membership Changes ...

The Bicycle Council would like to thank the following members who have served their terms and left the Council in the past year:

**Tom Hartley** — Kent County Citizen Representative for 9 years and Chair for 3 years.

**Dan LaCombe**—DeIDOT Representative for 6 years

**John Baker** — DNREC Representative for 6 years

**Bill Davis** — Sussex County Representative for 3 years.

**Paul Layton** — Greenways and Trails Representative for 3 years.

**Jana Simpler** — Office of Highway Safety Representative for 3 years

**Sgt. Kirk Phillips**— State Police Representative for 3 years

And we would like to welcome the following members who have joined the Council within the past year:

**Jay Kelley**—DeIDOT Representative

**Janet Arns** — Department of Education Representative

**Laura Madara** — DNREC Representative

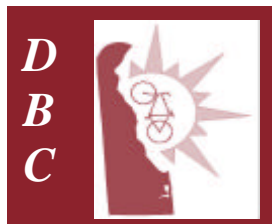
**Cpl. George "Bud" Heberling**—State Police Representative

**Lisa Moore**—Office of Highway Safety Representative

**Lee Ann Walling**—Sussex County Representative

**Tim Plemmons**—Acting Greenways and Trails Representative





**Delaware Bicycle Council**  
**P.O. Box 778**  
**Dover, DE 19903**

*A Cooperative Effort of the Delaware Bicycle Council and the Delaware Department of Transportation.*

"Our Mission is to Promote and Enhance Bicycling in Delaware."

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***WWW.DEIDOT.NET/BIKE***

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### Delaware Bicycle Council Membership and Staff Support

<b>Appointed Representatives</b>	<b>Representing</b>	<b>Phone Number</b>	<b>E-Mail Address</b>
Don Carbaugh, Chairman (Vacant)	New Castle County Representative At Large Representative	(302) 529-7929	Dcarbaugh@home.com
Bill Boyd	At Large Representative	(302) 738-6779	Whboyd@prodigy.net
Carl Anderson	At Large Representative	(302) 239-4139	Cander8862@aol.com
Lee Ann Walling (Vacant)	Sussex County Representative Kent County Representative	(302) 744-4111	Lwalling@state.de.us
Paul Stevenson	New Castle County Representative	(302) 368-2167	PAS35@aol.com
Laura Madara	DNREC	(302) 577-7202	Lmadara@state.de.us
Cpl. George Heberling	Public Safety	(302) 697-4491	Budheberling@usa.net
Lisa Moore	Highway Safety	(302) 739-2746	Lmoore@state.de.us
Fred Breukelman	Public Health	(302) 739-4724	Fbreukelman@state.de.us
Jay Kelley	DeIDOT	(302) 760-2365	Jkelley@mail.dot.state.de.us
Rocky Bushweller	Transportation Council	(302) 739-3698	Rbushweller@ymcade.org
Janet Arns	Department of Education	(302) 739-4885	Jarns@state.de.us
Tim Plemmons (acting rep)	Greenways and Trails Council	(302) 655-7275	Greenwalks@aol.com
<b>Staff Support</b>	<b>Affiliation</b>	<b>Phone Number</b>	<b>E-Mail Address</b>
Fred Schranck, Deputy Attorney General (Vacant)	DeIDOT Legal DeIDOT Staff Support	(302) 760-2020 (302) 760-BIKE	Fschranck@mail.dot.state.de.us
Bicycle & Pedestrian Coordinator			
David Petrosky	DeIDOT Staff Support	(302) 760-2128	Dpetrosky@mail.dot.state.de.us
Asst. Bicycle & Pedestrian Coordinator			
Mario Nappa, Webmaster	Brimar Creations	(302) 239-1179	Mjnappa@home.com